



The Intelligencer.

OFFICE NO. 25 AND 27 FOURTEENTH STREET.
THE PRESENT SENATOR OF CONGRESS.

The Power of the Government Over the Question of Transportation.

In yesterday's issue of the INTELLIGENCER, in our Washington dispatches, the resolution of Hon. J. B. Weaver, of Iowa, in the question of transportation, were given. As these resolutions are important, and likely to become more so, we reproduce them in this article, as follows:

"Whereas, grave abuses exist in the management of commerce between States and the producing and shipping interests of the country are constantly compelled to pay most unjust or exorbitant rates of transportation, therefore,
Resolved, That it is the duty of the General Government to take such measures as to secure to the whole people just and equitable rates for the transportation of bulk freight and passengers."

These resolutions embody the substance of the 7th section of the National Greenback platform adopted at Chicago last June. They comprise a part of that platform which we are inclined to heartily endorse. We are glad that Mr. Weaver has taken the lead in the present session brought to the attention of Congress and of the country. The time has fully come to take up the question of railroad charges for the transportation of freight. It is destined to become a question of overshadowing interest and importance to the American people. Judge Black has ruled the Senate in his late letter to the New York Chamber of Commerce on this question. In order that we readers may understand the significance and boldness of the proposition which as a great lawyer he has advanced, we summarize them as follows: He begins his letter by the assertion that the legally vested rights of railway companies, like other kinds of property, are sacred, yet on this question railroad companies may misunderstand their situation. "They believe, or pretend to believe, that they are the property of the companies, and that they are entitled to run them, which is a cardinal error and the parent of much false argument. A public highway cannot be private property, and a railroad laid out and built by the authority of the State for the purposes of commerce, is as much a public highway as a turnpike road, canal or navigable river. It is the duty of the State to provide for the free and equal use of its public highways and to make them as safe and as profitable as possible."

It is authoritatively stated that Associate Justice Strong, of Pennsylvania, who is in the prime of life, will retire from the Supreme bench. She can build a railway in her own expense, using the direct route of her own will, and after it is built she may take land and materials, which is an exercise of the power of eminent domain. She can build a railway in her own expense, using the direct route of her own will, and after it is built she may take land and materials, which is an exercise of the power of eminent domain. She can build a railway in her own expense, using the direct route of her own will, and after it is built she may take land and materials, which is an exercise of the power of eminent domain.

A number of members who failed to respond to their names yesterday appeared to-day. The most prominent among them was Mr. Atkins, chairman of the Committee on Appropriations. His arrival will spur the Appropriation Committee to work.

The House Committee on Commerce has begun work on the river and harbor bill. It is thought the pensions, military academy, fortifications and consular and diplomatic appropriations bills will be ready to be reported to the House on Thursday.

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OUR LAW-GIVERS.

SECOND DAY'S SESSION OF THE XLVI CONGRESS.

Only Routine Business Transacted in the Senate—A Discussion of the Electoral Count in the House, Which Arouses Some Earnestness of Dispute.

SENATE.
WASHINGTON, December 7.—Mr. Jones presented the credentials of Thomas C. Manning, appointed by the Governor of Louisiana to fill the place of M. M. Spoford, deceased, until the next meeting of the Legislature. Filed.

The bill fixing the duty on barley malt at twenty-five cents per bushel was recommended to the Committee on Finance. Mr. McDonald introduced a bill to authorize the local taxation of legittimate treasury notes. Referred.

Messrs. Teller and Hill introduced several bills amending the bill to ratify the Agreement. Referred.

Mr. Ingalls introduced a bill authorizing the issue and providing for the exchange and redemption of fractional notes. Referred.

Mr. Wallace offered a resolution that the standing committees of the Senate, as constituted at the last session, be revised and continued for this session, and that Pugh, of Alabama, be assigned to the place vacant by the retirement of Pryor. Blair to take the place of Ingalls on the Committee on Pensions, and Sharon on Committee on Education and Labor, and Ransom and Lamar to exchange places on Committee on Railroads, (this making the latter chairman of that committee). Agreed to.

He also offered a resolution that the following select committees be appointed for the present session, with powers heretofore given to each, on the subject of, whether they respectively relate, to examine the several branches of the civil service: Mr. Vest, chairman, to consider the law as to the election of President and Vice President.

Mr. Harris, chairman, committee on alleged frauds in the late elections.

Mr. Wallace, chairman, to inquire into Nicaraguan affairs.

Mr. Hampton, chairman, freedmen's bureau.

Mr. Bruce, chairman, on bill providing that heads of Departments may occupy seats on the floor of the Senate and House.

Mr. Pendleton, chairman, joint committee on Yorktown celebration.

The resolution was agreed to.

The following select committees are, therefore, discontinued: On the investigation of the accounts of Davis, of West Virginia, Chairman; on the removal of the Northern Cheyennes, Kirkwood, Chairman; on negro exodus, Voorhees, Chairman.

IRRITABLE ERIN.

THE REDUCTION IDEA SUPPOSED TO BE ENFORCED BY TICKET SPECULATORS.

PHILADELPHIA, December 7.—Ever since the Baltimore and Ohio Railroad Company entered into its new arrangement with the Reading line last week, by which it secures a through route from New York to the West, there have been rumors and reports of a forthcoming "ticket war" between the Baltimore and Ohio and the Pennsylvania. An item in a New York paper yesterday stated that the rates at the different ticket offices in that city were varying and unsettled, some being three or four dollars less than the usual fare. Inquiry in this city last night showed that the Pennsylvania is selling its tickets at the usual rates in New York and so far as is known does not contemplate any reduction, as the rumors have it.

Assistant Passenger Agent Boyd states that for the past two months fare from New York to the West over the Pennsylvania Railroad have been subject to a modification in the case of theatrical troupes and persons traveling in large companies, which has perhaps given the grain of fact upon which all the rumors and reports that have gone forth are based. Outside this, he says, the Pennsylvania at all its offices in New York is selling its tickets at the old rates. Even if the Baltimore and Ohio were to reduce its fares by no means certain, according to Mr. Boyd, that the Pennsylvania would follow suit. He says the latter's freight and passenger business is so large that it does not regard the Baltimore and Ohio as a competitor.

The report about a reduction in fare ticket war, and so forth, are supposed to be originated and circulated chiefly by persons who have their own object in view by securing cheap fares for a short time, not the most disinterested of whom are the ticket-sellers.

ANOTHER OBSTACLE.
This Time in the Way of the Organization of the Ohio Board of Public Works.

COLUMBUS, December 7.—The fight over the organization of the State Board of Equalization is still very bitter. The Board stands nineteen Democrats and eighteen Republicans, and the pith of the controversy is whether State Auditor Ogilvie shall act with the Board in organizing, and thus make a tie, or whether his duty begins only after the Board is organized. Attorney General Nash and ex-Supreme Judge Gilmore are given opposite opinions. The actual question is of little political complexion save the four patriots who are fortunate enough to get to draw \$5 per day as Clerk, Assistant Clerk, Sergeant at Arms and Messenger during the winter. The Democrats claim there is a higher question involved and that is whether, when they have the power in their hands, shall it be divided or yielded to Republicans? The Neil House is crowded, as if a convention were to assemble. There are forty candidates for the four positions. The Republicans held a caucus at 11 A. M., and appointed McAllister, of Union, Bower, of Starke, and Auditor Ogilvie, a committee to confer with the Democratic committee upon the division of the Board.

THE MINISTERS OF FINANCE.
Afrail of the Effect of Redemption in This Country.

PARIS, December 7.—The French Chamber of Deputies yesterday De Senegrand pointed out the gravity of the monetary situation, and asked what measure the Government intended to take in view of Italy's project of redeeming her forced currency.

The Minister of Finance, in reply, acknowledged there was a diminution of the stock of gold in consequence of the adverse balance of trade. He was prepared to endeavor to protect cash in the Bank of France by raising the rate of discount and putting in circulation bank notes for amounts below 100 francs.

De Senegrand rejoined that it was more prudent to anticipate difficulties. He fore-shadowed the effects of the impending redemption by the United States, which he said would increase the demand for gold, as after redemption it would be impossible to pay for cotton and wheat with American securities. He advised France to take the initiative in monetary negotiations with the United States and Germany. An agreement between the three powers would render signal service to commerce.

THAT MISSOURI STORM.
A Day of Terror and Disaster to Property and Life.

CHICAGO, December 7.—Further details of the storm of Saturday near Carthage, Mo., are as follows: Fences were prostrated and houses and barns torn down, but nobody has been reported hurt. The heavy hail, some of large size, and the high wind, blowing from the west, and all outbuildings of William Bayman were demolished, also the buildings of Mr. Forester, nearly, but no lives were lost. Four miles north-east of Bayman's house the buildings of Mr. Quincy were all destroyed. He and his family were injured. At Carthage the storm raged with great fury. A blacksmith shop was totally destroyed. The Masonic Hall was twisted off its foundation; many other buildings were badly damaged, and fences and outbuildings carried away. On Round Prairie a school house was destroyed and even the stone foundation carried several rods. The house of John McCarty near by was lifted off its foundation. Mr. Newcomb's house was blown down, and his little girl fatally injured. The timber in the road of the storm was all torn up. The town of Marshfield, which was nearly destroyed last summer, was visited by the storm. Great damage is said to have been done. The storm from the north part of the city being blown down again. The storm was accompanied by thunder and lightning, the electric shock being very violent.

AN AMERICAN SHIP CANAL COMPANY.
WASHINGTON, December 7.—Congress will be asked within a few days to incorporate an Inter-Oceanic Canal Company. This company will construct a canal via the Nicaragua route. The act of incorporation has been prepared. The list of incorporators embraces many of the most wealthy and prominent citizens of this country. The scheme of Mr. De Lesseps will not in the least interfere with the scheme of the American company. The American company has no doubt of its ability to construct the canal.

DEATH OF A PHOENIXIAN CHILD.
NEW PHILADELPHIA, O., December 7.—The pet child of this place, and the wonder of this section, died on Saturday, and its funeral took place to-day. In death, as in life, the child was hard almost as stone.

To the surprise of every one, the child lived in this condition nearly a year. The parents, Mr. and Mrs. J. A. Kinney, are in great distress for fear the body of the child will now be stolen. It was deposited in a strong vault, which will be carefully guarded.

A COAL TIPPAGE OUT OF LINE.
CHARLESTON, W. Va., December 7.—The westward bound express train last evening met with a damaging accident at Coal Valley. One of the large coal tippers over the road had become out of plumb so as to strike the side of the train, breaking all the windows and severely cutting some of the passengers with broken glass. No lives lost.

Oh, What A Cough!
Will you heed the warning. The signal perils of the sure approach of that more terrible disease Consumption. Ask yourselves if you can afford for the sake of saving fifty cents, to run the risk and do nothing for it. We know from experience that if you have a Cough will cure your Cough. It never fails. This explains why more than a Million Bottles were sold the past year. It relieves Cough, and Whooping Cough, at once. Mothers, do not be deceived. See to it that you have the genuine Shiloh's Foramen Plaster, sold by Edmund Bocking, and O. Moenkemöller, Wheeling, W. Va.

FAILURE OF A NEW YORK COFFEE HOUSE.
NEW YORK, December 7.—The house of B. G. Arnold & Co., coffee merchants, 125 Front street, to-day made an assignment to J. Lawrence McKee, 128 Pearl street. A reporter was informed by B. G. Arnold that his house had been compelled to suspend. He could give no particulars of the cause of the failure, but he could give present estimates of the liabilities or assets, but an account would be made as soon as possible.

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HORRIBLE FATALITY AT BELLAIR.

A YOUNG FIREMAN MOST FRIGHTFULLY Mangled to Death on the B. & O. Railroad, Making a Widow of a Fair Bride of a Few Weeks.

BELLAIR, December 7.
Correspondence of the Intelligencer.
James McGraw, a fireman on yard engine No. 123, was killed here this afternoon. He had not worked in the forenoon, having a sore arm, but as the road's engines were all exceedingly busy, he expressed his desire to go to work in the afternoon. His engine came over the bridge a few minutes after dinner with a train and he went up to the depot on the bridge to get on. It is supposed he missed the engine and caught hold of one of the cars. In some way he fell under the wheels and was dragged down the viaduct of the bridge until he fell off in the cut by the old Sullivan glass house. It is singular that he could be dragged all that distance in sight of all the town and not be noticed by any one. He was literally cut to pieces, portions of his body being strewn all along the track. One leg was found by Mr. Brockman away out at the stock yards. He was taken to the round house, where the remains were gathered into a coffin and sent home. He was married but a few weeks ago to a daughter of H. M. Ingler, the B. & O. superintendent here.

OTHER LOCAL ITEMS OF INTEREST.
The frame and roof timbers of the new planing mill are up, and work is progressing in spite of the cold.

Mrs. Clara Bute, the widow of John Bute, died at her home in the Second ward to-day. She was in her sixty-first year.

There was no quorum at the School Board meeting Monday evening. Mr. Rodefer will not accept his appointment on the Board and still another appointment will have to be made.

The ferry boat was put out of sight by the rising water this morning. It would be an improvement, if the public is concerned, if the boat were to stay where it is. The travel that is worthy of a boat at all needs a better and a safer one.

Some of the dogs that have proved a nuisance to the sleeping quarters of farmers of this section, have been caught and shipped to the fold. The farmers want to see everything.

There will be a concert in the Methodist Church Friday evening.

An attempt was made to rob Westlake's shoe shop, at Thirty-sixth and Greenway streets, by forcing in bodily one of the sashes; but the would-be burglars were frightened away by some one.

Commie's coal bank is not in operation at present, making coal more difficult to procure on Greenway.

A. Richardson, one of the very oldest of Bellaire merchants, will sell out his grocery and other property here, and will probably move to New England.

WELLBURG.
Kindred Melange of Local News.
WELLSBURG, December 7.
Editors Intelligencer:
Business good.

Robert Wheeler and J. E. Curtis are selling pork, and as a consequence thereof spare ribs and such are plentiful.

D. Brown & Co. have done a large business in apples this fall.

S. George's paper mill is stopped.

Part of the force at the Riverside Glass Works were out working this week to allow the stock to be reduced preparatory to the yearly inventory.

Mrs. Mary Richards, formerly of Wheeling, residing with her daughter, Mrs. Jas. Exley, died yesterday, after a lingering illness.

The funeral of Col. H. W. Crothers, which took place on Sunday last, was largely attended. Revs. Buchanan and Mackey officiated. The pall bearers were: Samuel George, A. M. Buchanan, Joseph Buchanan, Wm. J. Campbell, C. H. Bracken and A. F. Brown.

The danger on about church vestibles and doors, and who occasionally takes a peep in at the congregation, and stares people out of countenance as they pass out, is a bore and a pest to a community.